


LONG-TERM COMMUNITY RECOVERY STRATEGY

IOWA CITY, IOWA
DECEMBER 2008



Old Capitol Building located in Iowa City

ESF #14 Long-Term Community Recovery (LTCR) is a community-focused Federal, State and local initiative. It helps disaster-impacted communities identify opportunities for a more effective recovery, facilitate partnerships that leverage a community's recovery and maximize the use of recovery resources. One (1) of fifteen (15) Emergency Support Functions (ESFs) authorized in the *National Response Framework* that guides the Federal response to disasters with significant impacts, ESF #14 LTCR is a Federal Emergency Management Agency (FEMA) program.

LONG-TERM COMMUNITY RECOVERY STRATEGY

IOWA CITY, IOWA
DECEMBER 2008

U.S. Department of Homeland Security
Washington D.C. 20472



FEMA

FEMA Region VII

9221 Ward Parkway, Suite 300
Kansas City, MO 64114

www.fema.gov

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Old Capitol, circa 1880
Photograph from the collection of Johnson County Historical Society

This report, *Long-Term Community Recovery Strategy (Strategy)*, is a coordinated effort of the City of Iowa City, Rebuild Iowa Office (RIO) and Federal Emergency Management Agency's (FEMA) Emergency Support Function (ESF) #14 Long-Term Community Recovery (LTCR) program. ESF#14 LTCR and RIO provided targeted recovery support and Technical Assistance resources to assist Iowa City in identifying community recovery strategies and opportunities.

This *Strategy* provides a brief history of Iowa City and the effects of the Flood of 2008 on the community. It outlines the process that ESF #14 LTCR and RIO utilized to assist Iowa City with post-flood recovery and provides specific information useful to the City for ongoing LTCR project development and resource identification.

ESF #14 LTCR in partnership with RIO provided coordination and planning to identify flood-specific recovery recommendations and strategies. Efforts focused on three (3) recovery opportunities that can positively affect Iowa City's recovery and ongoing development: road elevation and bridge replacement, wastewater treatment facility consolidation and a river access portage trail.

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Park Road Bridge, circa 1918
Photograph from the collection of Johnson County Historical Society



Terrill Mill and Dam
Photograph from the collection of Johnson County Historical Society

OVERVIEW

City of Iowa City is located along the Iowa River, four (4) miles downstream from Coralville Lake. The lake provides a variety of recreational opportunities for the region and flood protection for 1,703 square miles of the Iowa River Valley below the lake's dam.

On June 11, 2008, at Coralville Lake, water exceeded the emergency spillway's elevation causing surges in the Iowa River leading into Iowa City. Extensive areas of Iowa City were evacuated. Within two (2) days, the Iowa River reached record levels, cresting at nine and one-half (9.5) feet above flood stage in Iowa City. Bridges and roadways were inundated. Bridge and roadway closures affected emergency services and access to downtown and hospitals throughout the area. One (1) of two (2) City wastewater treatment plants serving the area was inundated and as a result, wastewater that had only undergone primary treatment was released downstream. The flood also affected several residential areas, damaging hundreds of units; however, affected units make up a relatively small percentage of the Iowa City housing stock. The University of Iowa, located in Iowa City, sustained major damage as a result of the flood, including an estimated \$231.75 million of damage to more than twenty (20) buildings and properties situated along the river.

Iowa City is home of the University of Iowa, the largest employer and a significant economic generator in the region. Iowa City is the county seat and largest city in Johnson County, with an approximate population of 62,200 people (2000).

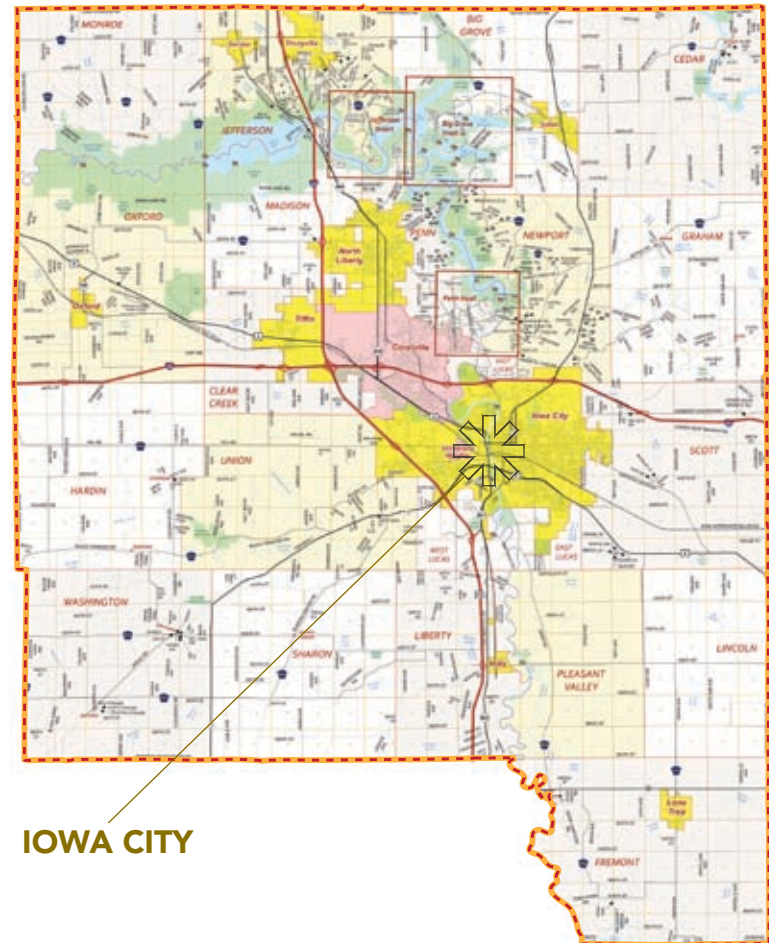
The City of Iowa City's *Vision Statement* is:

Iowa City is an attractive, energetic City with a vital downtown, a healthy economy, safe neighborhoods and diversity in its people. As Iowa City grows, we will strive to preserve the character and identity of the community while guiding the creation of compatible new areas; protecting the environment; encouraging diversity in the population, in housing and in jobs; and offering opportunities for human development to Iowa City's citizens. Iowa City will be an inclusive, accessible and safe community to all its citizens, embracing persons with disabilities and all races, cultures, life-styles, ages and socio-economic groups.

Iowa City's *Vision Statement* is included in the *Iowa City Comprehensive Plan* (1997). After the flood, Iowa City adopted the *Iowa City Central District Plan* to further define and enhance the goals of the *Vision Statement*.

JOHNSON COUNTY

Johnson County is located in the east-central region of Iowa, just south of Cedar Rapids. The Iowa River runs along two-thirds of the northern part of the county, then turns south to travel through Iowa City. The county includes approximately six hundred twenty-five (625) square miles. There are eleven (11) incorporated communities in the county, with more than 100,000 Iowans and a wide variety of businesses, including farming, retail, manufacturing and academics. The majority of the county's population resides within Iowa City and Coralville City limits.

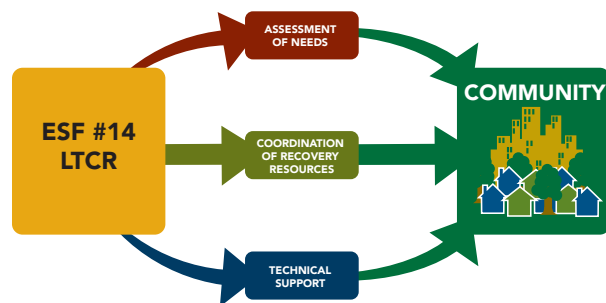


Johnson County, Iowa
Courtesy of Johnson County

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COMMUNITY-BASED SUPPORT

ESF #14 Long-Term Community Recovery (LTRC) support is offered in partnership with State and local governments. It uses a community assessment process implemented by experienced recovery professionals and aided by subject-matter experts to determine whether a community would benefit from ESF #14 LTRC support. Assessments consider pre-disaster conditions, disaster impacts and post-disaster capacity (remaining staff, functioning workspace, existing building codes, etc.) to manage recovery. Assessment results help guide how ESF #14 LTRC assistance might benefit a community and the potential level of support needed.

ESF #14 LTRC in partnership with Rebuild Iowa Office (RIO) determined that ten (10) Iowa communities would benefit from the additional recovery resources ESF #14 LTRC brings to a community. ESF #14 LTRC offers several levels of support. Final determinants of level of support offered are made in partnership with the State and local community based on community need, willingness to participate in ESF #14 LTRC activities and capacity to respond to the impacts of the disaster.

In Iowa City, the level of assistance included providing a Technical Advisor to provide intensive, targeted and short-term, on-site recovery guidance; identification of regulatory agencies for participation in a future workshop; help in the identification and coordination of LTCR projects that would benefit from added support available through ESF #14 LTCR and identification and coordination of recovery resources. ESF #14 LTCR Technical Advisor worked within an ESF #14 LTCR Team to make strategic recommendations on LTCR projects to City staff. In addition, the Technical Advisor provided an ESF #14 LTCR *Self-Help Guide* as a community development planning resource for Iowa City's ongoing recovery efforts.



WHAT IS AN ESF #14 LTCR PROJECT?

ESF #14 LTCR projects are intended to help communities recover from a disaster. Individual projects are aimed at achieving the community's post-disaster vision and when viewed in a broad context may have an impact beyond their original scope or purpose. Identified within this document are ESF #14 LTCR projects that help build the foundation for community recovery. Each project write-up identifies existing conditions and includes a project description, understanding of the context and recommended strategies. The project write-up also includes the goal of the project, a list of action steps and a preliminary cost estimate which serves as a guide for initial budgeting purposes.

Every ESF #14 LTCR project has a Recovery Value. Recovery Value is the designation assigned to a project that indicates its ability to help jump-start a community's recovery from a natural disaster or incident of national significance. Projects that positively contribute to recovery typically address a broad range of issues that encourage a functioning and healthy economy, support infrastructure optimization, encourage a full range of housing opportunities and enhance the sustainability of the community. Following is an explanation of the four (4) Recovery Value designations.

High Recovery Value Project



Those projects assigned a High Recovery Value are catalyst projects that serve as important building blocks for recovery. Typically, a High Recovery Value project will:

- Fill a post-disaster community need.
- Provide leveraging and create linkages for other projects and funding.
- Be related to the physical damage from the disaster.
- Encourage private investment.
- Have strong community support.
- Have access to the resources needed to carry out the project.
- Be realistic in its outcome.
- Use resources wisely.

Moderate Recovery Value Project



Projects with a Moderate Recovery Value can be expected to have clear and positive impact on recovery but by their nature are limited in scope, span, impact or benefits. A Moderate Recovery Value project typically will be related to the physical damage from the disaster.

Low Recovery Value Project



Low Recovery Value projects may have no direct link to the disaster and its damages, lack public support and/or provide few, if any, identifiable benefits to the community related to disaster recovery. These projects still play a role in the recovery process.

Community Interest Project

Projects that are considered Community Interest may be extremely important to a community. While not meeting the criteria that defines projects with high or moderate recovery value, they have significant public support.

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Iowa City gateway sign located along Dubuque Street
Courtesy of City of Iowa City

ESF #14 LTRC TECHNICAL ASSISTANCE

ESF #14 LTRC and Rebuild Iowa Office (RIO) held a kickoff meeting with local officials on August 28, 2008 to describe the ESF #14 LTRC program, introduce the ESF #14 LTRC Technical Advisor supporting the community and to define the scope of ESF #14 LTRC engagement in City of Iowa City. ESF #14 LTRC Technical Advisor began regular coordination meetings with Iowa City's administrative staff and RIO staff. Weekly meetings occurred for twelve (12) weeks and provided an opportunity to determine how ESF #14 LTRC could leverage the community's recovery through the identification of strategic LTRC projects and potential stakeholders for identified projects and the support coordination of recovery resources that could be applied to those projects.

Iowa City, ESF #14 LTRC Technical Advisor and RIO staff worked together to identify ESF #14 LTRC projects that support the community's vision and where ESF#14 LTRC assistance would provide value. Three (3) projects were identified based on LTRC criteria:

- *Elevation of Dubuque Street and Replacement of Park Road Bridge.*
- *Wastewater Treatment Plant Consolidation.*
- *Iowa River Power Dam Portage Trail.*

ELEVATION OF DUBUQUE STREET AND REPLACEMENT OF PARK ROAD BRIDGE

RECOVERY VALUE (HIGH)



Implementation of the *Elevation of Dubuque Street and Replacement of Park Road Bridge* project significantly improves the delivery of emergency services during a disaster as well as providing access to the University of Iowa, hospitals and downtown businesses and area residents.

EXISTING CONDITIONS

Dubuque Street and Park Road Bridge are important components of the community's arterial street network. Dubuque Street is the principal entrance to Iowa City from Interstate 80 (I-80) and accommodates an average of 25,500 vehicles per day. It is also the principal access to the Central Business District and the University of Iowa campus. Park Road Bridge is one (1) of five (5) arterial street crossings of the Iowa River and intersects Dubuque Street at the north end of downtown. Three (3) of the five (5) were closed during the Flood of 2008.

Both Dubuque Street and Park Road Bridge provide vital links to downtown, the University of Iowa, University of Iowa Hospitals and Clinics (a regional medical center), Veterans Administration (VA) Hospital and Mercy Hospital. When these arterial streets are closed, they compromise convenient access for community residents and to downtown businesses and hospitals. Importantly, closures impact the delivery of emergency services, particularly in times of crisis.

Iowa City has experienced two (2) major floods in the last fifteen (15) years. City's proximity to Coralville Lake reduces the flood peak but extends its duration. In both the 1993 and 2008 floods, floodwaters lasted more than a month. This created challenges for the community and especially the City's transportation system.

GOALS

- Reconstruct and elevate the Park Road Bridge to remove backwater and in-stream obstructions.
- Elevate approximately 3,500 feet of Dubuque Street above the floodplain to ensure it remains accessible in flood conditions.

PROJECT DESCRIPTION

The project includes the reconstruction and elevation of Park Road Bridge and the elevation of approximately 3,500 feet of Dubuque Street, a four- (4) lane arterial roadway with associated sidewalks, trail and drainage features.

During a flood event, Dubuque Street is the first arterial street to be closed due to its existing low elevation. Raising Dubuque Street would maintain the function of and access to the University of Iowa Mayflower Residence Hall (1,000 residents). Additionally, implementation of the project accommodates increased stream flows and as a result provides greater operational flexibility upstream for the U.S. Army Corps of Engineers (USACE) when releasing water from Coralville Lake. USACE has the ability to release 20,000 cubic feet per second (cfs) from the primary control structure during flood events; however, Dubuque Street floods when more than 14,000 cfs is released. If Dubuque Street is elevated, the constraint is eliminated.

Inundation of the Park Road Bridge created backwater, contributing to flooding of residential areas upstream. The implementation of this project will maintain a secondary means of access to the Manville Heights and Parkview Terrace neighborhoods and ensure a reliable river crossing during flood events.

Capacity improvements at the intersection of Park Road and Dubuque Street are currently in the Iowa City *Capital Improvements Program (CIP)*. The City identified these projects after the 1993 floods as important recovery and community development projects. City has the capacity and planning and engineering resources to complete and maintain the project once funding is in place.

ACTION STEPS

The scope of the *Elevation of Dubuque Street and Replacement of Park Road Bridge* project includes the following steps:

- Identifying additional project resource partners; University of Iowa and U.S. Department of Commerce Economic Development Administration (EDA) have already been identified.
- Determining design flow options.
- Evaluating impacts that design options will have on water surface profiles.
- Evaluating environmental impacts for design options.
- Conducting a field review with the regulatory agencies to discuss *National Environmental Policy Act* (1969) (NEPA) and subsequent permitting requirements to help streamline the project.
- Establishing requirements and restrictions of funding sources.
- Determining preferred design option and preparing construction documents.
- Finalizing funding and financing strategy.
- Acquiring property or easements.
- Bidding.
- Construction.

ESTIMATED COST

Reconstruction/Elevate Park Road Bridge	\$	32,000,000
Elevate Dubuque Street	\$	8,500,000
	\$	23,500,000

FUNDS AVAILABLE

Iowa City (CIP)	(\$	1,930,000)
FHWA Bridge Scour Repair	(\$	180,000)
FHWA Pavement and Fencing Repairs	(\$	150,000)
EDA Funding	(TBD)

Additional potential funding resources for the *Elevation of Dubuque Street and Replacement of Park Road Bridge* are provided (see Appendix).

ADDITIONAL FUNDS NEEDED

\$ 30,070,000



Park Road Bridge from Dubuque Street looking south



Dubuque Street, looking north toward University of Iowa Mayflower Residence Hall



Dubuque Street, looking south toward University of Iowa Mayflower Residence Hall during the Flood of 2008
Courtesy of City of Iowa City

WASTEWATER TREATMENT PLANT CONSOLIDATION

RECOVERY VALUE (MODERATE)



The relocation and consolidation of the North Wastewater Treatment Plant operations and incorporating these into an expanded South Wastewater Treatment Plant will eliminate the threat of direct flooding from the Iowa River, reduce threats from partially treated effluent and provide opportunities for redevelopment.

EXISTING CONDITIONS

The North Wastewater Treatment Plant is located adjacent to the Iowa River. Constructed in the 1930s, the North Wastewater Treatment Plant is one (1) of two (2) sewage treatment plants serving Iowa City. Inundated during the Flood of 2008, the North Wastewater Treatment Plant provided minimal sewage treatment during that time. Significant efforts by staff and volunteers prevented the total loss of operation of this facility during the flood.

The plant is the primary treatment facility for effluent from University of Iowa Hospitals and Clinics, Veterans Administration (VA) Hospital, Mercy Hospital and University research facilities, making this a uniquely important facility. Sizeable commercial and residential neighborhoods are located in the floodplain downstream from the facility and are vulnerable to untreated or partially-treated effluent that may be released during future flood events.

GOALS

- Relocate North Wastewater Treatment Plant out of the Iowa River floodplain.
- Expand the South Wastewater Treatment Plant to accommodate the operations of the North Wastewater Treatment Plant.
- Redevelop existing North Wastewater Treatment Plant site.

PROJECT DESCRIPTION

The project proposes relocation of the North Wastewater Treatment Plant and consolidating operations into South Wastewater Treatment Plant, expansion of the South Wastewater Treatment Plant and redevelopment of the current North Wastewater Treatment Plant's fifteen- (15) acre site.

Relocation of the North Wastewater Treatment Plant facilities and consolidation into the South Wastewater Treatment Plant improves wastewater treatment performance, increases capacity to accommodate future growth, upgrades obsolete and inefficient facilities and creates development opportunities within the core of the community. Currently, soccer fields adjacent to the South Wastewater Treatment Plant are being irrigated through water reuse from this plant. Relocation and the subsequent expansion of the South Wastewater Treatment Plant provides additional opportunities for treated water reuse and new opportunities for the implementation of other sustainable wastewater treatment practices, such as non-hazardous chemical use for disinfection (using either UV light or on-site bleach generation); enhancement of on-site bio-gas utilization for the buildings and process heat needs; continued support of University research projects for advanced and/or natural options for nutrient and emerging contaminant removal.



South Wastewater Treatment Plant
Courtesy of City of Iowa City

SITE DEVELOPMENT

Iowa City Central District Plan (2008) recommends the incorporation of flood mitigation strategies into the current location of the North Wastewater Treatment Plant area and the development of a high-density residential neighborhood located adjacent to existing rail service. Redevelopment of the North Wastewater Treatment Plant site enhances the core of Iowa City by removing the North Wastewater Treatment Plant from the City's Central District and potential redevelopment of the areas north and east of the existing North Wastewater Treatment Plant site will be enhanced.

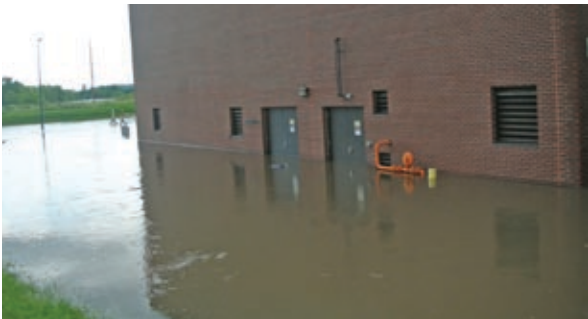
ACTION STEPS

- Update design concepts.
- Identify and confirm project funding resources, including additional discussions with Economic Development Administration (EDA).
- Seek local and State regulatory approval for design concept.
- Prepare technical design and construction documents.
- Construct expanded facility and related infrastructure at the South Wastewater Treatment Plant.
- Disassemble and demolish the North Wastewater Treatment Plant.
- Prepare development concepts and plan for the existing North Wastewater Treatment Plant site.

ESTIMATED COST	\$	63,000,000
Update Design Concepts	\$	250,000
Technical Design and Construction Documents	\$	5,000,000
Construction	\$	35,750,000
Demolition	\$	17,000,000
Redevelopment Concepts and Plan	\$	5,000,000

FUNDS AVAILABLE	(TBD)
Potential funding resources for the Wastewater Treatment Plant Consolidation are provided (see Appendix).		

ADDITIONAL FUNDS NEEDED	\$	63,000,000
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North Wastewater Treatment Plant during the Flood of 2008
Courtesy of City of Iowa City



South Wastewater Treatment Plant
Courtesy of City of Iowa City



North Wastewater Treatment Plant before the Flood of 2008
Courtesy of City of Iowa City

IOWA RIVER POWER DAM PORTAGE TRAIL

RECOVERY VALUE (COMMUNITY INTEREST)

Implementation of *Iowa River Power Dam Portage Trail* project aids in the total recovery of Iowa City by providing a water trail that builds on the regional trail system.

EXISTING CONDITIONS

Iowa River in Iowa City provides drinking water for the City and University as well as recreational activities such as fishing, canoeing and kayaking. The Iowa River Power Dam, a low-head dam, was erected in 1844. Originally constructed as a mill dam and then retrofitted to become a hydro-electric power source, it now provides a pool of water for Iowa City's water treatment plant. The dam was recently renovated and a pedestrian bridge and observation platforms were added through a joint project with the City of Coralville. The dam is a barrier for some water recreation activities. Safety for users is an issue.

PROJECT DESCRIPTION

The *Iowa River Power Dam Portage Trail* project creates portage points on the east edge of the river, above and below the Iowa River Power Dam. The portage trail would provide a stable docking area for boats, canoes and kayaks to safely traverse the dam. Portage entrance and exit areas would be placed a safe distance above and below the dam and would be connected by a portage trail approximately 1,000 feet in length and ten (10) feet wide. In addition, the project would include warning signs and buoys near the up and downstream sides of the dam and the installation of a low-head emergency evacuation system and emergency notification terminals.

OPTIONS

A study conducted by students at the University of Iowa (2008) identified three (3) options for portage entrances and exits with varying degrees of land disturbance and structure improvements.

Design Option #1

Option #1 provides a gently sloping sand landing area in slow moving water for access. Sand would extend thirty (30) feet along the shore and riprap (rock and other material used on shorelines) would be placed upstream and downstream of sandy areas. A pervious geotextile material will be placed under the riprap.

Design Option #2

Option #2 includes a portage structure placed along the bank of the river. Recycled plastic landscape timbers anchored to geowebbing would be placed under the structure to provide a stable foundation.

Design Option #3

Option #3 includes a portage structure placed along the bank of the river using recycled plastic landscape timbers anchored to geowebbing placed under the structure to provide a stable foundation. The structure would be hollow and back filled with native soil during foundation construction.



Iowa River Power Dam

SITE DEVELOPMENT

Design Option #3 is the recommended alternative in the University of Iowa student study.

In addition to the portage structure and trail improvements, the project also calls for enhanced safety features. There is currently one (1) “Danger” sign located approximately two hundred (200) feet above the Iowa River Power Dam on the east side. A combination of four (4) different signs would be placed both upstream and downstream of the Iowa River Power Dam in addition to “Danger Dam” buoys. The proposed emergency evacuation system includes a rope escape system. The design incorporates an emergency assistance alerting system used by the University to aid onlookers in notifying emergency personnel in case of an emergency. Three (3) units are recommended, one (1) at the Stanley Hydraulics Laboratory, one (1) at the west end of the pedestrian bridge over the Iowa River Power Dam and a third, a wireless, solar unit placed at its east end.

ACTION STEPS

- Develop design details.
- Coordinate support with local champions and stakeholder user groups.
- Identify and confirm project funding resources.
- Seek local, University and State regulatory approval for design concept.
- Prepare construction schedule.
- Determine maintenance plan requirements.
- Determine emergency plan requirements.

ESTIMATED COST \$ 160,000

- Canoe/Kayak Portage Trail
- Advanced Warning and Emergency Evacuation System

FUNDS AVAILABLE (TBD)

Potential funding resources for the *Iowa River Power Dam Access and Portage Project* are provided (see *Appendix*).

ADDITIONAL FUNDS NEEDED \$ 160,000



East side of Iowa River above the Iowa River Power Dam

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Park Road Bridge
Courtesy of City of Iowa City

NEXT STEPS

This *Long-Term Community Recovery Strategy (Strategy)* and the associated planning tools provided by the ESF#14 Long-Term Community Recovery (LTCR) Technical Advisor and Team provide a framework for continued identification and coordination of funding resources and continued project refinement and development. This *Strategy* guides project development and implementation.

Further refinement of the ESF #14 LTCR projects should occur in conjunction with the Iowa Inter-Agency Coordination Team (IACT). Composed of Federal and State agencies, Iowa IACT is a collaborative recovery entity facilitated by ESF #14 LTCR and Rebuild Iowa Office (RIO). It aids in the coordination of Federal and State agency recovery resources, providing a platform for agency discussions, recovery problem solving and the identification of project-specific prospective funding sources.

Next steps include:

Elevation of Dubuque Street and Replacement of Park Road Bridge

- Conduct regulatory agency field review.
- Coordinate with Federal Highway Administration (FHWA) and Iowa and Federal Departments of Transportation (Iowa DOT and U.S. DOT) to determine funding.
- Coordinate with University of Iowa for hydraulic study and future involvement.
- Coordinate with U.S. Department of Commerce Economic Development Administration (EDA) for funding.
- Review potential funding sources and identify appropriate agencies and programs that can provide assistance (see *Appendix*).

Wastewater Treatment Plant Consolidation

- Provide project presentation to Iowa IACT.
- Coordinate with EDA for funding.
- Review potential funding sources and identify appropriate agencies and programs that can provide assistance (see *Appendix*).

Iowa River Power Dam Portage Trail

- Review potential funding sources and identify appropriate agencies and programs that can provide assistance (see *Appendix*).



FEMA

City of Iowa City

Johnson County
Johnson County Council of Governments (JCCOG)

University of Iowa

U.S. Department of Commerce Economic Development Administration (EDA)

Rebuild Iowa Office (RIO)
State of Iowa

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ELEVATION OF DUBUQUE STREET AND REPLACEMENT OF PARK ROAD BRIDGE

POTENTIAL RESOURCES

IOWA DEPARTMENT OF TRANSPORTATION (Iowa DOT)

800 Lincoln Way
Ames, IA 50010

Revitalize Iowa's Sound Economy (RISE)

www.sysplan.dot.state.ia.us/rise.htm

Office of Systems Planning
515.239.1664

- Program established to promote economic development through construction or improvements of roads or streets.

Highway Bridge Replacement and Rehabilitation Program

http://www.iowadot.gov/local_systems/index.htm

Urban Engineer, Office of Local Systems
515.239.1051 (For City-owned projects)
515.239.1506 (For County-owned projects)

- Bridge structurally deficient under Federal guidelines.
- Bridge functionally obsolete under Federal guidelines.

County and City Bridge Construction Fund

www.dot.state.ia.us/local_systems/index.htm

Urban Engineer, Office of Local Systems
515.239.1051 (For City-owned projects)
515.239.1506 (For County-owned projects)

- Bridge structurally deficient under Federal guidelines.
- Bridge functionally obsolete under Federal guidelines.

Innovative Bridge Research and Deployment Program

Lee Benfield
District Transportation Planner
Iowa DOT Region 10 Office
430 16th Avenue, SW
P.O. Box 3150
Cedar Rapids, IA 52406-3150
Coordinate through Iowa Department of Transportation

- Innovative material technology for the construction of bridges.

JOHNSON COUNTY COUNCIL OF GOVERNMENTS (JCCOG)

www.jccog.org

410 E. Washington Street
Iowa City, IA 52240

Surface Transportation Program

319.356.5230

- Must be on Federal aid roads.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION (FHWA)

1200 New Jersey Avenue, SE
Washington, DC 20590

Transportation and Community and System Preservation Program (TCSP)

www.fhwa.dot.gov/discretionary

Kenneth Petty
Office of Planning
202.366.6654
202.366.6654

- Must coordinate through Iowa DOT District Engineer.

WASTEWATER TREATMENT PLANT CONSOLIDATION

POTENTIAL RESOURCES

U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)

Office of Water (4101M)
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Handbook for Coordinating Funding for Water and Wastewater Infrastructure

www.epa.gov/OGWDW/dwsrf/pdfs/guide_dwsrf_funding_infrastructure.pdf

- Resource guide for funding drinking water and wastewater projects.

Guidebook of Financial Tools: Paying for Sustainable Environmental Systems

<http://www.epa.gov/efinpage/guidebook.htm>

- Resource guide for funding and programs for pollution prevention and clean water financing.

IOWA DEPARTMENT OF ECONOMIC DEVELOPMENT (IDED)

200 Grand Avenue
Des Moines, IA 50309

Community Facilities and Services Fund

www.iowalifechanging.com/community/community/fac&srv.html

Hank Manning
515.242.4836

- Incorporate and support State's sustainable principles.

IOWA DEPARTMENT OF NATURAL RESOURCES (DNR)

Parks, Recreation and Preservation Division
Wallace State Office Building
502 E. Ninth Street
Des Moines, IA 50319

Iowa State Revolving Fund (Iowa SRF)

<http://www.iowadnr.com/water/srf/index.html>

Patti Cale-Finnegan

515.725.0498

- Iowa SRF provides low interest loans for wastewater treatment infrastructure improvements.

U.S. DEPARTMENT OF COMMERCE

Economic Development Administration
Iowa Representative's Office
210 Walnut Street, Suite 823
Des Moines, IA 50309

Economic Development Representative for Iowa

Bob Cecil

515.284.4746

- Investment for public works and economic development facilities.

IOWA RIVER POWER DAM PORTAGE TRAIL

POTENTIAL RESOURCES

IOWA DEPARTMENT OF TRANSPORTATION (Iowa DOT)

Office of Systems Planning
800 Lincoln Way
Ames, IA 50010

Federal and State Recreation Trail Program

www.sysplan.dot.state.ia.us/fedstate_rectrails.htm

Steven Bowman
515.239.1337

- Trail must be maintained as a public facility for a minimum of 20 (twenty) years.
- Program also administered in conjunction with Iowa Department of Natural Resources Parks, Recreation and Preservation Division.

Iowa Clean Air Attainment Program (ICAAP)

www.dot.state.ia.us/ICAAP.htm

Wendele Maysent
515.239.1681

- Support for planning and development activities of services and programs for increasing air quality.

IOWA DEPARTMENT OF NATURAL RESOURCES (DNR)

Parks, Recreation and Preservation Division
Wallace State Office Building
502 E. Ninth Street
Des Moines, IA 50319

Resource Enhancement and Protection (REAP)

www.iowadnr.com/reap/index.html

Ross Harrison
515.281.5973

- Program that invests in the enhancement and protection of the State's natural and cultural resources.

Land and Water Conservation Fund

<http://www.iowadnr.com/grants/landwater.html>

Kathleen Moench
515.281-3013

- Fifty (50) percent grants for trail development and amenities for outdoor recreation activities.

Water Trails Toolkit and Dam Safety Grant Program

www.iowadnr.com/watertrails/toolkit.html

David Dunn

515.281.3449

- Financial and planning resources for dam and water trail projects.

Water Trails Grant Program

www.iowadnr.gov/watertrails/grants.html

Nate Hoogereen
515.281.3134

- Grant program for implementing water trail projects.

Water Recreational Access Cost Share Program

www.iowadnr.com/grants/waterrec.html

Michelle Wilson
515.281.8675

- Funding for structures to enhance use of waterways by the public.

U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Midwest Region
601 Riverfront Drive
Omaha, NE 68102

Rivers and Trails Conservation Programs

http://www.nps.gov/ncrc/programs/rtca/helpfultools/ht_publications.html

David Thomson
402.661.1568

- Resources for planning and developing river and trail programs and projects.

THE CONSERVATION ALLIANCE

P.O. Box 1275
Bend, OR 97709

Legacy Fund

www.conservationalliance.com

John Sterling
541.389.2424

- Protect rivers, trails and wild lands for non-motorized transportation.

